Det Bel Isle & Windsr
Ferry Co 26

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 30. CLEVELAND, O., JULY 29, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The tug Tempest went into Globe drydock for a new shoe and forefoot.

The Progress will go into Globe drydock Friday for some necessary repairs.

The favorite steamer Pearl took out a large excursion party on Tuesday morning.

Captain Cramer was in the city a few hours on Tuesday. His ship is discharging at Lorain.

Last Tuesday, July 27, the local inspectors visited Sandusky and inspected the steamers Roland, Mystic and R. B. Hayes.

The tug James Amadeus was on Smith's boxes to have the opposite bucket broken off her wheel and tug Patrick Henry was on to get a new rudder.

The schooners P. S. Marsh and Francis Palms, which were dismasted in the gale on this lake July 7, received new spars here Monday.

Thos. Fitzpatrick, ex-local inspector and Byron Whitaker, a vessel owner and broker of Detroit, accompanied by their wives, are sojurning on Lake Superior, visiting both shores.

The steamer V. Swain, Captain Thompson has carried four cargoes of coal up and brought down two cargoes of Duluth wheat and three cargoes of Ashland ore this season. Quite a good record.

The Cleveland City Forge and Iron Company forged the rudder stock and frame for the new Brazilian steamship Allianca, built by John Roach & Son to ply between New York City and Brazilian ports.

The Cleveland Saturday Graphic is beautified with a new dress and otherwise improved. The Graphic is a live paper and has grown into a good patronage under the management of Messrs Fellers & Salen.

Although the Cleveland tugs have this season been doing a better paying business than for two or three seasons past, the small ports around this city are now taking much of the business that formerly came here.

Mr. Richardson, of the firm of H. J. Webb and Company, shipbrokers, will make the round trip on the new steamer J. H. Outhwaite. The new steamer took up 1800 tons of coal and will bring down Escanaba ore.

Samuel T. Dwyer, pilot on tug S. S. Stone was suspended July 24 for thirty days for not answering signals and gross carelessness, thereby causing a collision of a mud scow in tow of tug Stone with the tug Chas. Castle.

Commodore Dyer, of the tenth lighthouse district, furnishes the following: "Mariners are warned that the location of Fairport beacon light, entrance to Fairport Harbor, O., is erroneously given in the list of lights, edition 1886, as twenty-five feet from outer end of west pier. It should read twenty five feet from outer end of east pier."

Captain Thomas Wilson and others of this city have purchased the schooner M. E. Tremble from N. S. Whipple of Detroit. Consideration $21,000. She had been chartered by the Wilson line for the season and proves to be a good carrier. She will be sailed by Captain Skinner. The Tremble was built at Suamico by Gibson in 1874.

Mr. Wm. Radcliffe, builder of the J. H. Outhwaite, yesterday received a dispatch directing him to repair to Milwaukee, where that steamer is, to examine her windlass, as it did not work right. The windlass on the Outhwaite is not one of the faultless machines from the American ship windlass Company, but a Jas. Manton machine and one of the first of that style on the lakes.

The handsome and swift little steamer Cyclone has taken her departure for Chicago to ply in the excursion business between that port and Cheltenham beach, under charter by Captain Mitchell. The Cyclone, with efficient officers, Captain Brown, engineer Lohmeyer, and an obliging clerk, has made herself very popular with the Cleveland pleasure seekers and will be sadly missed.

We desire to direct attention to the advertisement in another page offering for sale a two year old steambarge. This boat is a great favorite and would be just the thing for the Lake Michigan trade, ore or lumber. Also, the fine and speedy tug yacht Tempest, which has a complete passenger outfit for forty-three persons. She can run from twelve to fifteen miles per hour, and would be a good investment for any who disires to put a passenger tug on any of the rivers or Lake St. Clair.

On Wednesday, August 24th, the new steel steamer City of Cleveland, will make an excursion trip from Cleveland to Put-in-Bay Island, leaving here at 9 o'clock a. m., returning at 6:30 p. m., giving two and one half hours on the Island. The celebrated White sewing machine co'.s band, one of the finest in the state, have prepared a special musical programme for the occasion, to be renederd en route between Cleveland and the Islands. Altogether, this will be one of the pleasantest trips that has ever been given out of this port.

While the tug R. K. Hawley was towing the schooner H. C. Richards into the Cincinnati slip recently the end of the schooners jibboom struck the large corner stone on top of the abutment of the C. C. C. & I. bridge, around which there is no pile guard. The stone fell striking the tug, breaking one stanchion, the rail inside and out and then went through the deck, doing damage to the amount of $25. The same stone fell on the tug L. P. Smith last season and went through the deck. This is the only bridge on the river that is not protected by piles and it is time the matter is being looked after in the proper quarter and piles caused to be driven or the stones put in so that they cannot fall out, as they endanger life in the present condition.

EAST SAGINAW.

Special to the Marine Record.

The barge Star of the North,that has been rebuilding at this port for some time past, is now completed, and has loaded for Tonawanda. The Star now rates B2, and is a fine looking craft.

Captain Charles Moiles, of the Moiles Brothers' tug line at Detour, was recently united in marriage to a very estimable young lady of this city.

Mr. Hugh Jenkins has gone to Detour to repair the boiler of the tug Frank Tracy, belonging to Moiles Brothers, which a careless engineer nearly ruined recently.

Stillman's steam derrick has received and landed all of the culvert timber for the Toledo & Ann Arbor Railroad Company.

The steam yacht Laulie has had her engine thoroughly repaired, also a new steam dome put on her boiler.

Thirty days more and the bridge, at the foot of Genesee avenue, will be finished, and the river route, between this and Saginaw City will be played, as it were, and the ferry will have to seek pastures green.

Up to Saturday last the Tittabawassee Boom Company had rafted and delivered to mills on the Saginaw river 170,000,000 feet of pine saw logs, using the tugs Robert Weideman, Jessie P. Logie, and Little Giant to do the work. This is considered a remarkably good showing.

Captain Zach Lapham, the veteran skipper, is at work fitting out the barge Mary Stockton, which has been in idleness nearly a year.

Captain Meizel's barge Prince Alfred is in port, discharging coal at the water works.

Messrs. English & Mohar, owners of the steamers Lucile, Burt, and Mason, visited Bay View, at the mouth of Kawkawlin river, with a view of running excursions to that old resort. They found five feet of water it the channel, which will allow plenty of room for the steamer W. R. Burt. A dock is to be built and the old place opened.

The old barge Iosco, which is now used as a lighter on the river, recently took 3,600 barrels of salt from one dock to another, which is the largest load of salt ever transferred by lighter in this river.

For some time past the owner of the steam yacht N. H. Bruno has had it in his head that his craft was a little the fastest boat on the creek, and his main idea was to down the Charles P. Fish, a very fast ferry steamer, now plying between this and Saginaw City. On Monday night the Bruno lay in waiting for the Fish, bottled up to kill, and as the Fish came along she opened up and the race began. The run is about two miles between the cities, and suffice it to say the Bruno got badly left. This race will for a time at least settle a question that has been much talked about by the admirers of both boats. SHAW.

CHICAGO.

Special to the Marine Record.

The schooner James Mowatt, Captain D. P. Crane, arrived Saturday night from Erie with 1200 tons of coal. Her freight was 65c per ton. She leaves Wednesday for Escanaba, where she will load iron ore for Buffalo at $1.10 per ton.

The steambarge S. C. Hall, with her consorts Sam Flint, Groton and Johnson, have gone to Escanaba to load iron ore for Ohio ports at $1.00 per ton.

The Anchor line propeller Annie Young, Captain P. O'Neil, left this port Monday night for Buffalo with a general cargo. This will complete her eighth round trip this season.

J. S. Dunham purchased the Canadian schooner Elgin at marshal sale last week for $1,225. As soon as she is enrolled as an American vessel Mr. Dunham will sell her to repay the wrecking bill he has against her of some $2,600. Miller Brothers had a bill against her of $2,221 for repairs. In fact, there were claims against her amounting altogether to $8,000.

The schooner Skylark, having had her repairs completed, went to South Chicago and loaded 27,300 bushels of oats Monday, for Sarnia, at a two cent freight.

The Western Transit Company's steamship Syracuse, Captain Robert Jones, left for Buffalo on the night of the 25th. She has made three trips from Buffalo to this port since the first of this month with cargoes of merchandise, and this one will complete three trips to Buffalo, carrying over 2,500 tons of grain and package freight each time from this port.

The schooner Wanettee, Captain Jones, arrived here last Thursday in tow of the tug Flossie Thielcke, looking as though she had experienced bad weather outside, as she was minus her foremast, bowsprit and jibboom. She left this port, light, for Muskegon, and during Wednesday night she had hard work to make headway against a heavy northerly wind, and when about in mid-lake her bowsprit, which was a very old one, broke off, and her foremast, having nothing to stay it, soon went as well. She was tossed about at the mercy of the waves until about 4 o'clock, when the steambarge Albert Soper, Captain Hogan, hove in sight and in reply to signals of distress from the schooner went to her assistance and took her in tow for Chicago. The Soper towed her to about off Grosse Point when her tow line snapped, and Captain Hogan, finding that he could not get another tow line from her, made the best of his way for Chicago and sent the tug to her aid. The Wanettee is getting a new foremast, bowsprit and pawl post at Miller Brothers' shipyard.

At the Chicago Drydock Company's yard the barge Wm. Grandy was in dock and had her bottom calked; the tug Belle Chase was in dock for a new shaft; the schooner A. J. Mowry received new fender strakes and some new bulwarks; the schooner David Vance new hatches; the schooner Waukesha new main gaff; the schooner Sophia J. Luff a new gaff.

Commissioner Weller, of the United States court, who has been taking testimony in the suit of Crosby vs. Gunning and Keath & Carr vs. J. L. Beckwith, the surviving partner of the old firm of Atkins & Beckwith, has submitted a lengthy report on the case, which he bases upon a demurrer of the plaintiff to the defendants' answer. This suit is brought to enforce an accounting of the affairs of the defendant while he was a member of the "Big Four" combination or pool in 1883, for the purpose of compelling him to divide certain commissions on insurance premiums he collected. In referring to the pooling scheme Commissioner Weller writes as follows: "It was a bold scheme to combine and place under the practical management of one man a capital of $11,285.65 and fix the rate of insurance on freights at 75c per $100, and if successful in controlling the market would have resulted in immense returns to the agents. It was a combination to prevent competition to control the market. Insurance upon the transportation of the great products of the country is a matter of public concern, involving the interests of the whole population. The law so regards it, and any contract designed to destroy or reduce competition would be null and void, and such being the purpose and effect of the agreement in question, there can, in my opinion, be no doubt as to its illegality." The answer of the defendant is permitted to stand. It was brought before the Board of Trade for the purpose of forcing an accounting, but the directors of that institution dismissed it on the ground that it did not come within their jurisdiction.

The new fire tug which has been built by Miller Brothers for Chicago's city authorities will be launched Thursday afternoon. She is built in the most modern and approved style of fire boat, and will be furnished with all the most approved appliances for preventing and subduing fires. Her length over all is 105 feet, beam 23 feet, depth of hold 9 feet, and is as strong as wood and iron can make her. She will have two engines 18x20 each and a boiler of the Scotch pattern, 11 feet 4 inches diameter, 16 feet long. She will be named the Geyser.

At Miller Brothers' drydock the steambarge Oswegatchie was in dock to have a leak stopped; the tug T. T. Morford had her stern bearing and rudder fixed and received a new wearing piece; one of C. Mears' scows received a new deck; the schooner G. W. Naghton received a new centerboard; the schooner Australia a new main mast; the schooner S. H. Foster and tug McLellan were in dock and had leaks stopped.

The excursion steamer Albert J. Wright, Captain Redmond Prindiville, left this port for Port Huron Monday. Negotiations are pending between Captain John Prindiville and Charles A. Jex and some parties at Port Huron, who, if they approve of her on her arrival at that port, intend to form a company and purchase her and run her as a passenger steamer between Port Huron and Point au Barques.

Grain freights are firm at 2¾ cents on corn and 3 cents on wheat to Buffalo. The rates on ore are gradually going up, and attracting the attention of vessel owners.

The schooner Scotia wet about 1,500 bushels of her corn cargo from this port while bound down. She met with heavy weather on Lake Michigan and started some of her butts. She will receive a thorough overhauling before returning. WILLIAMS.

OGDENSBURG.

Notice is given that the Lancaster upper lighthouse, on the St. Lawrence river, has been rebuilt and put in operation.

MARITIME LAW.

COLLISION—SCHOONER UNDER SAIL AND SCHOONER IN TOW—ERROR IN LOCATING VESSELS BY SOUND—CHANGE OF COURSE IN FOG—LIGHTED TORCH.

District Court, E. D. Wisconsin. May 3, 1886.

During a dense fog a collision occurred between the schooner M. and two other schooners in tow of the steamer O. The fog signals of both the steamer O. and the schooner M. were sounded as required by statute, but the M's horn was not heard by the O. The O.'s whistle was heard by the M., and endeavors were made to determine her bearing by locating the sound. The O. was first seen by the M. when about 50 feet distant. From the pre-umed direction of the sound, it was supposed by the M. that the O.'s course was astern of the M., and, as the latter vessel was sailing at a moderate speed, close hauled, on the starboard tack, no change of course was made until the O. was actually seen. Held, that as the steamer light's could not be seen, sound formed the only guide furnished the M., and that an error in locating sound, under the circumstances, was not a fault; and that as the M. was sailing at a moderate speed, close hauled, on the starboard tack, the circumstances were such that the master of the M. was justified in concluding that a change of course might increase the hazard.

The schooner failed to show a lighted torch. It was not proved, to the satisfaction of the court, that the torch, if shown, might not, possibly, have been seen. Held, that though it be possible that the torch, if shown, might not have been seen far enough off to have done any good, such a possibility furnished no excuse for its absence. Nothing short of an absolute certainty that it could do no good, to be established by proof on the trial, can justify an omission to obey the rule.

The steamer's speed was diminished upon the coming up of the fog. According to the testimony of her crew, she was, at the time of collision, steaming at from three to four knots per hour. According to the testimony of the M.'s witnesses she was steaming at from seven to nine knots per hour. *Held*, that the occurrence of the collision, under the circumstances, was sufficient to establish a *prima facie* case of negligence on the part of the steamer; and that the density of the fog, the locality, and the position of the tow, required an occasional stoppage, in order to listen for sounds for vessels that might possibly be approaching. Both vessels held to be in fault, and damages divided.

In Admiralty.

Markham & Noyes, for libelants.

Harvey D. Goulder, for claimants.

Dyer, J. On the nineteenth day of June, 1885, the schooner Richard Mott set sail from Oconto, laden with a cargo of lumber, bound for Milwaukee. Towards midnight the skies became overcast, and there came up a dense fog, accompanied by rain. The wind was from the south, and was a good sailing breeze. The vessel was sailing by the wind, on the starboard tack, steering S. E. by E., and was carrying full sail. The fog-horn was constantly sounded, and the lights were in their places, and burning brightly. It was mate's watch, consisting of mate, wheelsman, and lookout. At 11:30 o'clock the master came on deck because the weather was thick and threatening. In obedience to his orders, the watch below were called to shorten sail. The whistle of a steamer was heard, apparently at considerable distance, bearing southwest, and then a little more westward, from the Mott. Sail was taken in, the vessel keeping her course, and the steamer's whistle continuing to be heard. No lights were seen, when suddenly the steamer, which proved to be the Oregon, loomed up in the fog, passing within about 50 feet of the schooner's bow. A hail was heard from the steamer to the effect that she had a tow, and to put the wheel of the Mott hard down. This was done, and she came up in the wind. Almost immediately the first schooner in tow of the Oregon, which was the Cyclone, struck the Mott, carrying away her jib-boom. Then the second schooner in the tow, which was the Locke, in a moment or two struck her a second blow, raking her fore and aft, from stem to stern post, doing serious damage. Both blows were received by the Mott on her port side, as she was standing in the wind heading nearly south. The collision occurred about 15 or 20 minutes past midnight, Milwaukee time,—perhaps a few minutes later. For the injury thus occasioned the libelants seek to recover damages, and the question is, which vessel, if either, was in fault?

1. Was the steamer chargeable with negligence? It is insisted on the part of the claimants that, so far as she was concerned, this was an inevitable accident. In the case of a steamer having opportunity to know that a sailing vessel is approaching, the rule is that the steumer is bound to keep out of the way. Whatever is necessary for this, it is her duty to do. The Fannie, 11 Wall. 240. When a steamer approaches a sailing vessel, the steamer is required to exercise the necessary precaution to avoid a collision, and if this be not done, *prima facie* the steamer is chargeable with fault. The Oregon, 18 How. 570. In the case of The Carroll, 8 Wall. 304, it was said: "As the steamer did not keep out of the way, and as the collision did occur, the steamer is *prima facie* liable, and can only relieve herself by showing that the accident was inevitable, or was caused by the culpable negligence of the schooner." Many other cases to the same effect might be cited.

The Oregon, with a tow, was on a voyage from Milwaukee to Escanaba, and was heading N. N. E. I do not think she changed her course after her whistle was first heard on the Mott, as was supposed by the master of the Mott. The testimony on the part of the claimants is positive that she did not. The course of the wind may have been such as to carry the sound of the whistle more to westward than northward, and thus to mislead those on the Mott. Her lights were in place, and burning, as were those on the vessels in tow. Her fog-whistle appears to have been diligently sounded at frequent intervals. There was no omission of duty in these respects. The fog-horn of the Mott was not heard until the vessels were in sight of each other, and close together. This would naturally suggest a negligent lookout, and it appears that the person serving in that capacity was a young man less than 19 years old. But the master and mate were also on watch, and the testimony is direct and positive that attention was given to fog signals and that none were heard. As the wind was from the south, its tendency would be to carry the sound of the Mott's horn away from the Oregon, and make it more difficult to hear on the steamer. Then, the master says the machinery of the boat made a good deal of noise, and thus it is easy to see that the situation was not favorable for hearing sounds from an approaching vessel.

Without imputing fault to those on board the Oregon on either of the grounds already mentioned, I am still of opinion that the fact of the collision cannot be reconciled with the exercise of due care on the part of the steamer. Notwithstanding the testimony which tends to show that her speed was checked after the fog came on, I cannot resist the belief that she was going at greater speed than was consistent with safety, and that this was the prime cause of the colliding vessels being brought into dangerous proximity. The master says the fog was so dense that he could not see the tow behind him. As the steamer had a tow of two schooners, there was imposed upon her the necessity and duty of greatly increased vigilance and care since there was liability to collision with the vessels in tow as well as with the steamer itself. In the case of The Favorite, 10 Biss. 536, S. C. 9 Fed. Rep. 709, it was held by Judge Blodgett that the fact that a steamer has barges in tow does not alter the rule requiring her to keep out of the way of an approaching sailing vessel, and that in such a case the steamer should take extra and timely precautions to avoid a collision. In effect, the same ruling was made in The Civilta, 103 U. S. 699. The chief engineer of the Oregon says she was running between three and four miles an hour, but he was not on duty, and merely looked out of his room, where he had retired for the night, and made a hasty observation. The second engineer places the speed of the boat at three or three and a half or four miles an hour. The mate of the Locke says her speed was probably five miles an hour. The master of the Cyclone thinks it was three or four miles an hour and master and lookout of the Oregon say it was four miles an hour. The master, mate, and lookout of the Mott testify, from their observations of the steamer as she passed, that she was going from seven to nine miles an hour. Thus the estimates per hour vary from three to nine miles. The schooners in tow were sailing light. At the time of the collision the steamer was under sail as well as steam power, carrying fore and main sail. The Locke was carrying fore sail, mainsail, staysail, and two jibs. Whether the Cyclone was under sail does not appear. The wind was free for the steamer and her tow. The master of the Oregon says her sails were not drawing, but why were they up, if not to add to the propulsion of the boat? These are facts which tend to show that the speed of the Oregon and her tow was greater than is stated by the respondent's witnesses. If, instead of of driving through a fog as dense as then prevailed, the steamer had stopped, even for a few moments, the noise of the machinery having ceased, the fog horn of the Mott would probably have been heard. The master knew he was in a locality where there was liability to meet passing vessels.

The violence of the blows received by the Mott furnishes further evidence of the speed of the steamer and her tow. The Cylone carried away her jibboom, and, as I infer from the evidence, quickly passed on out of sight in the fog. The blow of the Locke, according to the testimony, carried away bowsprit, knight heads, rails, stanchions, bulwarks, plankshеer, four streaks of plank below the plankshеer, the anchor stock, fore and main rigging, chain plates and lanyards, and fore, main, and mizzen topmast rigging, raking the vessbl fore and aft.

Added to all this is the fact that the collision with the two vessels in tow occurred in rapid succession. The mate of the Locke says he heard a noise up ahead, which was when the Cyclone struck the Mott, and then, to use his own language, "in a second or two the Mott was right under our lee bow." He says, further, that the collision between the Mott and the Locke was within a minute or a minute and a half, after he heard the noise on the Cyclone. The length of the tow line between the Oregon and the Cyclone was 300 feet. The proofs do not show the length of the line between the Cyclone and the Locke; but the blows of the two vessels in tow were evidently in very quick succession, and it is fair to assume that the length of the line between the Cyclone and Locke was equal to that between the Cyclone and the Oregon. Thus, the facts and circumstances attending the collision point to the conclusion that such caution was not used in the matter of speed as the situation required. In so dense a fog, especially as the steamer had vessels in tow stretching out 500 or 600 feet behind her, I think it would hardly be unreasonab. to say that it was her duty to stop long enough to listen for sounds from vessels that might possibly be approaching. At any rate, she could only properly run at such speed as would enable her to stop as soon as the close proximity of a vessel was known.

[*Continued next week.*]

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, JJuly 19 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 17, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,425	....	Sc	Ada Iaabella,	8 03	7.88	El'sworth, Me.
106,426	.....	Cat.	Alida V.,	6 93	6.59	Greenville, N. Y.
126.365	K D L R	Sc.	Cassie F. Bronson,	1124.67	1068.44	New York, N. Y.
126 366	.....	Sl.	Caroline,	10 44	9 92	Baltimore, Md,
135,890	.....	Sc.	Ella May,	13 20	12 54	St. James Mich.
120.645	.....	Sd.	Flora,	5 81	5 62	Naubinway, Mich.
76,637	.....	Cat.	Jerry Brown,	7 54	7 17	Bay Port, N. Y.
91,851	.....	Sl.	Mabel.	18.36	17.45	New York, N. Y.
			STEAM VESSELS.			
126,364	.....	St. s.	City of Nico'let,	167.01	124 70	Green Bay, Wis.
85.930	.....	St. s.	Gen I. J. Wistar,	60 59	30.30	Chesapeake City, Md.
76,636	K D L S	St. s.	J. H Outhwaite,	1304 06	1009 04	Cleveland, O.
91.852	.....	St. p	May Flower,	9 11	9.11	Nashville, Tenn.
91,853	.....	St yt.	May W.,	3.26	1.63	New York, N. Y.
81,119	.....	S s.	Wm. J McCaldin,	75.36	37.68	do do
81,120	.....	St s	William H Stevens,	1332.59	1025.67	Detroit, Mich.
			UNRIGG'D VESSELS.			
34,151	.....	Bge.	Cricket,	81.71	81.71	Keokuk, Ia.
36,771	.....	Bge	Economist,	318.18	388.18	New York, N. Y.
46,354	.....	C. bt	John J Groves,	104 03	99.83	Whitehall, N. Y.
46 363	.....	Bge	John Ericson,	105 98	100 69	New York, N. Y.
48,555	.....	Bge.	Larry,	40 96	40 96	Davenport, Ia.
51,160	.....	Bge.	Mabel T.,	31 35	31.35	Quincy, Ill.

JARVIS PATTEN, Commissioner of Navigation.

THE ELGIN.

The Canadian schooner Elgin was sold by the United States marshal for $1,225 on a claim for repairs which is held by Miller Brothers. J. S. Dunham was the purchaser. Mr. Dunham will now take steps to have the Elgin enrolled as an American vessel in order to place her in his own fleet. The law regarding this matter says that any foreign vessel which is wrecked in American waters and is subsequently released and repaired in an American port can be enrolled as an American vessel when proof is given to the Secretary of the Treasury that an amount exceeding three-fourths of her value has been expended for repairing her. Of course her sale yesterday settled the question of value, and Mr. Dunham will not have any trouble in proving that a sum exceeding five times her value has been expended in her repairs. In this way the old schooners Mongaugon and Two Friends became a part of the United States lake marine. Their names were changed to Pewaukee and Waukeshaw.

GAZELLE-JOSIE COLLISION.

C. E. Kremer filed a libel in the United States district court against the steamer Gazelle for $1,100. The suit is brought on behalf of Captain Angus Linklater, owner of the yacht Josie, which was run down and wrecked by the Gazelle a short time ago. The Josie went to the bottom near the gap in the basin, and, being exposed to the sea, she went to pieces during the storm which followed shortly after the collision. Mrs. Wilson, a passenger on the yacht, lost her life. This suit is more important to vesselmen than any other that has been brought in the admiralty courts in some time. It will settle a disputed question of long standing—the question of carrying colored side lights on sailing yachts. When the Josie was run down the only light aboard was a small white light. The captain of the Gazelle says he did not even see this, nor did he see the Josie's sail until it was too late to avert the collision. The captain of the Gazelle was himself on lookout duty. While there is no law which compels vessels as small as the Josie to carry side lights, it would seem that a sailor of as long experience as Captain Linklater would have carried them anyhow as a protection to the innocent people he carried upon his yacht.—*Inter-Ocean.*

THE LATEST THING IN PAINTS.

In the era of invention, and of improvement upon principles already formulated in mechanics and chemistry, America, which may almost be termed the home of invention, has more than "held her own," both in the number and importance of new ideas, which add to the comfort and happiness of mankind. The improvement in paints has kept pace with the spirit of the age, and it would seem that in the P. & B. paint, made, patented and sold by the Parafine Paint Company, whose head offices are at No. 310 California street, in this city, the acme of perfection had been reached, and that further improvement in this line would not be possible. The great desideratum has been to provide a material which, while acting as a covering, would at the same time be preservative of the material on which it is used from the natural forces of the elements, such as the corrosion of metals, the rotting and decay of woods and fibres, and, of paramount importance, which would offer successful resistance to the ravages of fire. As said before, the P.&.B. paint fills these requirements, the severe tests to which it has been put, having proved its efficacy and undoubted superiority to any preparation or material in use. A Journal reporter on interviewing the Parafine Paint Company, was more than edified at what he saw. A shingle roof is exhibited, which, after receiving one coat of this paint, was covered with shavings and inflammable wood and set afire in the presence of Chief Engineer Scannell, captain of the fire patrol, Russell White, and John L. Durkee, fire marshal of the S. F. fire department. The fire having consumed the surrounding wood, shavings, etc., the roof was found to be almost uninjured, the fire not having been able to overcome the protecting coat of paint. This fact is certified to by the gentlemen mentioned, and is conclusive proof of the wonderful salamander-like properties claimed for the P. and B. paint. Of its great efficacy as a preservative of metals—iron pipes, gates, water tanks, etc—there is no question of it imparting no taste to the water, numerous testimonials to this effect being produced from men high in commercial and governmental affairs, among them H. Schussler, chief engineer of the Spring Valley water works, and Commodore Russell and Civil Engineer Wolcott, of the United States Navy. One of the most extraordinary things about this paint, apart from its great merits alluded to, is the cheapness at which it is supplied, not exceeding in cost that of ordinary common paint. As a natural result of these facts, the demand for the P. and B. paint has steadily increased, and the company's factory, near Shell Mound Park, is kept busy in turning out its varied line of goods. Branches are established at New York, Chicago and St. Louis, where the material is meeting with the same appreciation. Our readers are strongly rscommended "to call and see for themselves," at the office of the Parafine Paint Company, No. 244 South Water street, Chicago, Ill.—*San Francisco Journal.*

A TECHNICAL FINE.

The Secretary of the Treasury has concurred in the action of Collector Seeberger in fining the propellar Burlington, of Port Huron, $20 for violating one of the minor rules regulating the reporting of vessels. The Burlington some time ago left Chicago for Alpena, where she took on board a cargo of cedar posts. There is no custom house at Alpena, hence her arrival or clearance could not be reported there. The captain, however, understood the law, and he put into Cheboygan on his return trip for the purpose of reporting. It was about dark when he reached Cheboygan, and when he got to the custom house he found that the Deputy Collector in charge was absent—gone to supper. The captain returned to the Burlington, and sailed for Chicago, and upon his arrival here he was fined $20. In commenting upon the case acting Secretary Fairchild said that the violation of the law was so open that it would be necessary to prove great existing emergency when the Burlington left Cheboygan in order to have the fine remitted. It was Secretary Fairchild who con-

urred in Collector Seeberger's views upon he Nipigon case. He believed that the Canadian captain did the proper thing to make a passage of 300 miles in a sinking vessel when he could have run into shelter at Cheboygan. He was directly opposite that port in the Straits. His vessel was sinking, and according to his own statement his crew were worn out by excessive labor at the pumps. Yet Collector Seeberger thought that his offense did not merit punishment and he telegraphed the department to that effect. An American captain of a United States vessel, though, commits a technical violation of the law and he is severely mulcted. A vessel owner who heard of the disposition of the Burlington's appeal to the Treasury Department, exclaimed in a disgusted voice. "I thought it would turn out thus. Why, it is next to impossible for an American skipper to get a fine remitted, even though his appeal may be based on good ground. But who ever heard of a Canadian law breaker having to pay a fine? It seems to me all they have to do is to ask the Secretary of the Treasury to find them not guilty and he does so. I think myself that it is an outrage. It is a wrong that ought to be corrected at once."—*Inter-Ocean.*

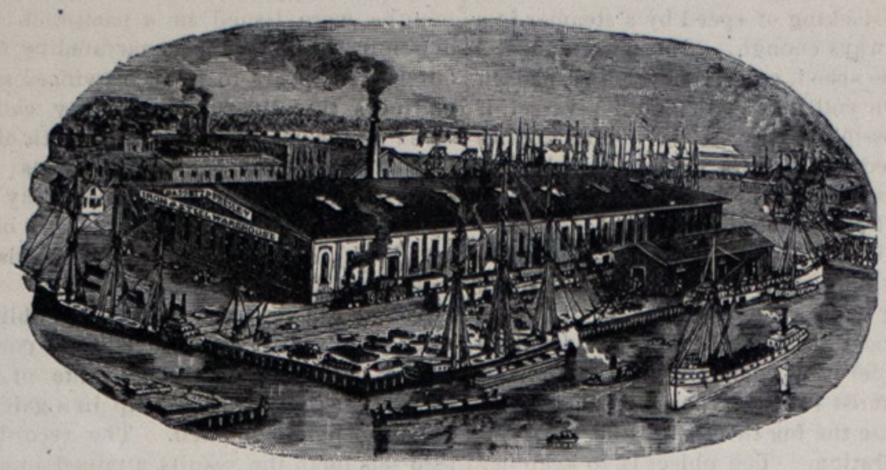
The Supreme court of Michigan has rendered a decision in the case of the owner of the yacht Vane against the Boston Marine Insurance Company in favor of the latter. During the summer of 1884 the Boston Marine Company's agent at Muskegon issued an open cargo policy on the Vane for $1,500, and the craft started for Kenosha in tow of the steambarge R. G. Ingersoll. While en route across the lake she went to the bottom. The insurance company thus received a notice of the loss at the time they received the report of the risk. They refused to pay the loss, claiming that they had never authorized their agent to issue a policy of the kind which was issued to cover the Vane. The latter's owner brought suit to recover the full amount of the policy, and he won the suit in the lower court. The Supreme court has, however, reversed the decision, thus upholding the right of the company to control the acts of its agents.

IRA B. BASSETT. GEORGE PRESLEY, Jr.

BASSETT & PRESLEY,

(Successors to W. H. McCurdy & Co.)

Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.



WHOLESALE DEALERS IN

BAR, BOILER, HOOP, ANGLE AND SHEET IRON.

Nails, Railroad and Boat Spikes, Boiler, Tank and Cooper Rivets, Swedes Iron, Boiler Tubes, Nail Rods, Etc., Etc., Etc.

We Represent in this Market the Following Well-known Manufacturers:

Andrews Bros. & Co. .....Youngstown, O.
BAR IRON AND POLISHED SHAFTING.

Reading Iron Works.....Philadelphia, Pa.
BOILER TUBES.

Central Iron Works.....Harrisburg, Pa.
BOILER PLATES.

Lindsay & McCutcheon,.....Pittsburg, Pa,
HOOP, BAND & STAR HORSESHOE IRON.

George W. Johnson,.....Newcastle, Pa.
TANK SHEET IRON.

Dilworth, Porter & Co., Limited..Pittsburg, Pa.
RAILROAD AND BOAT SPIKE.

Hoopes & Townsend,.....Philadelphia, Pa.
BOILER AND TANK RIVETS.

Sanderson Bros. Steel Co,.....Syracuse, N. Y.
CAST STEEL.

Joseph Corns & Sons ....Massillon, O.
CROWN STAY BOLT IRON.

Pencoyd Iron Works,.....Philadelphia, Pa.
ANGLE IRON.

A Complete Stock of all above Goods in Our Warehouse.

MURPHY & ROOT,

Shipbuilders AND Contractors

GENERAL REPAIRING.

Yard, Old River Bed, ft of St. Paul st.,

CLEVELAND, O. Residence 150 Harbor street.

WM. H. RADCLIFFE,

Shipbuilder and General Repairing.

OLD RIVER BED, Ft. OF TAYLOR St.,

CLEVELAND. O.

PRESLEY & CO.,

Globe Drydock

Shipbuilding, Drydocking, Repairing and Spar Making.

CLEVELAND, OHIO.

M. T. COUGHLIN,

MANUFACTURER OF AND DEALER IN

Oils & Engineers' Supplies

AND

COUGHLIN'S CHALLENGE COMPOUND,

TO REMOVE AND PREVENT INCRUSTATION IN STEAM BOILERS, WHICH IT IS GUARANTEED TO DO.

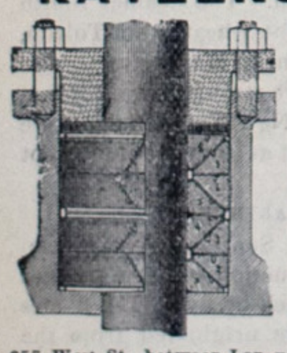
49 North Market-st., Chicago.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland. Ohio

KATZENSTEIN'S



SELF-ACTING METAL PACKING

FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address

L KATZENSTEIN & CO

357 West St., between Leroy and Clarkson-st, N. Y.

CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.

FOR SALE CHEAP.

The powerful tug Robert Tarrant, 71 feet over all, 15 feet beam, 9 feet depth of hold. Engine 20x21, boiler 5½x14, now carrying 100 lbs of steam, all in excellent condition. Address A. G. Rowell, 147 Rumsey street, Chicago, or at the Chicago Towing Company's Office, 210 South Water street, Chicago.

TELEPHONE 1447. ESTABLISHED IN 1854

JAMES MAGNER & CO.,

PROVISION DEALERS,

The Vessel Trade a Specialty.

227, 229 & 231 Dearborn & 30 & 32 Quincy-st

OPPOSITE CUSTOM HOUSE,

CHICAGO, ILL

JAMES MAGNER. R. Z. WINSLOW.

Born's Steel Plate Ranges

For Steamboats, Hotels and Restaurants,

USED BY WOODS, PERRY & CO. ON FOREST CITY & KALKASKA AND BY WILSON TRANSIT LINE ON SPOKANE AND CHARLEMAGNE TOWER.

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

Gentlemen,—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,

DAN. H. KEYS, of Lloyd & Keys.

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.

WOODS, PERRY & Co.

Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.

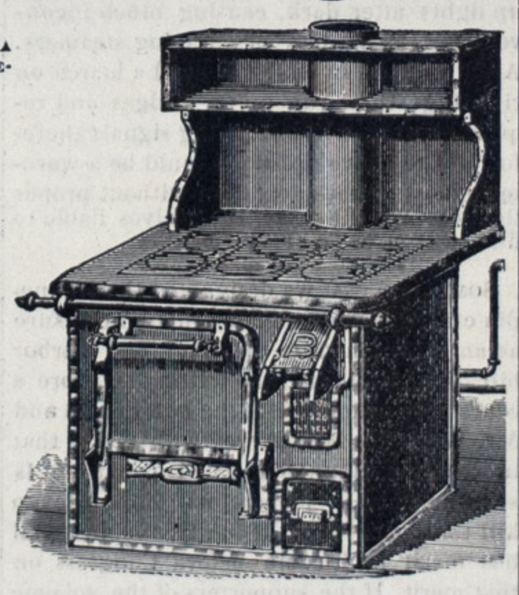
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,

Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & McKEAN.



SPIEGLE BROS.

MARINE SUPPLY STORE

WHOLESALE AND RETAIL

Grocers. Bakers and Ship Supplies;

Fresh & Salt Meat of all Kind.

30 & 32 River-st., opposite Detroit Steam boat Landing, and 184 Broadway. Telephone 112,

CLEVELAND, OHIO.

Vesselmen

SHOULD HAVE

OUR MARINE LAW BOOK,

Containing all points of MARINE LAW as determined by the United States Courts

—ON—

Seamen, Freights, Towage, Collisions, Owners, Charters, Registry, Enrollments,

General Average, Common Carriers,

Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.

The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00

WM. H. DeWITT,

Attorney and Proctor in Admiralty.

ROOM No. 6, BLACKSTONE BLOCK.

CLEVELAND, OHIO.

R. W. ABRAM,

Wholesale and Retail Dealer in

FRESH AND SALT MEATS.

NO. 544 DETROIT ST., CLEVELAND, O.

Vessel Orders Promptly Filled.

L. S. SULLIVAN,

Vessel Agent and Commercial Broker--Spec Attention Given to Coarse Freight.

VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS

Office, 74 Water-st., Toledo, O.

Telephone, No. 129.

LOANS

1 per cent to 4 per cent per annum;

Investments.

$3 will secure one BRUNSWICK 20-THALER BOND and one ITALIAN RED CROSS BOND, the next redemption of which soon takes place. Every Bond participates in FOUR REDEMPTION DRAWINGS annually—more than one chance to obtain a Premium $20,000 to $100,000. Bonds at all times worth their face value.

Remit $3 by Money Order, Draft, Registered Letter or Express. Balance payable in monthly instalments. U. S. Government Bonds sold on monthly payments. Address for circulars, &c.,

G. W. FOSTER, Banker,
42 BROADWAY, NEW YORK.

Grummond's Mackinac Line

Stmr. Flora, W. E. Comer, Master, Leaves DETROIT every Tuesday at 9 p. m.

Stmr. Atlantic, J. R. Jones, Master, Leaves DETROIT every Saturday at 9 p. m.

STEAMER ATLANTIC

Leaves Cleveland every Friday evening at 9 o'clock. For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda and way ports For freight or passage apply to GEORGE ANDERSON, Agent, foot of Superior st., Cleveland, O. S. B. GRUMMOND, Owner.

TO MACKINAC.

Summer Tours.

Palace Steamers. Low Rates.

Four Trips per Week Between

DETROIT, MACKINAC ISLAND

St. Ignace, Cheboygan, Alpena, Harrisville, Oscoda, Sand Beach, Port Huron, St. Clair, Oakland House, Marine City.

Every Week Day Between

DETROIT AND CLEVELAND

Special Sunday Trips during July and August.

OUR ILLUSTRATED PAMPHLETS

Rates and Excursion Tickets will be furnished by your Ticket Agent, or address

C. D. WHITCOMB, Gen'l Pass. Agent,

Detroit & Cleveland Steam Nav. Co.

DETROIT, MICH.

T. F. NEWMAN, Pass and Freight Agent.
A. J JACKSON, Ticket Agent.
23 River street, Cleveland, Ohio.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via " ..	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk....	*5 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m, *9:10 a. m,. *5:05 p. m.

*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of ticket desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

PURCHASE YOUR TICKETS VIA THE

BEE LINE--C. C. C. & I. R. R.

The Great Trunk Line to the South and West.

The only line from Cleveland with no change of cars to the Mississippi River. Solid trains and through sleepers to St. Louis, where direct connections are made in Union Depot for all points west.

Practically no change of cars to the

PACIFIC COAST.

The only line to COLUMBUS AND CINCINNATI with complete through train service, making direct connections in Union Depots for all points in the

SOUTH AND SOUTHEAST

Tourists Tickets to numerous points, including the

ROCKY MOUNTAINS.

Fast Express Trains Daily. New and Elegant Cars, A Perfect Roadbed.

For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.

D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt.,

A BIG OFFER. To introduce them we will GIVE AWAY 1,000 Self Operating Washing-Machines. If you want one send us your name, P. O and express office at once. The National Co. 2 Dey St., N. Y.

FOR SALE.

STEAM PASSENGER TUG TEMPEST.

Steel hull 60 feet over all, 10 feet beam, 6 feet hold. Engines fore and aft compound, 8 and 14x12 Otis steel boiler, return flue, 110 pressure. Complete passenger outfit for forty-three passengers. Speed 12 to 16 miles. H. F. LOOMIS, 151 Arlington-st, Cleveland.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

THE MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

Evans & Van Epps, Superior street, Cleveland.

R. A. Castner, 254 Detroit street, Cleveland.

ASHTABULA HARBOR, O.—C. Large.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

CHICAGO, ILL.—August Semper, 345 Noble Street.

BUFFALO, N. Y.—A. C. Brideson, Michigan Swing Bridge.

Also, Miss McCabe, Elk Street, near Ohio.

DETROIT, MICH.—N F. Stewart, Ft. of Woodward Av.

DULUTH, MINN.—C. F. Johnson, 117 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

PORT HURON, MICH.—G. H. Mann.

WASHBURN, WIS.—John A. Jacobs.

SARNIA, ONT.—D. McMasters.

ST. CLAIR FLATS, MICH.—McNiff & Son.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 29.

THE LIGHTED TORCH.

If there is a statutory rule that will tend to lessen collisions on the lakes between steamers and vessels, which are becoming very frequent, let that direction be followed to the letter. The lighted torch, provided for by section 4234, is undoubtedly a measure in the interest of increased safety against collision, the rule being imperative that any sail-vessel shall, on the approach of any steam-vessel during the night time, show a lighted torch upon that point or quarter to which such steam vessel shall be approaching. In case the admiralty courts are resorted to to settle or render on the fault and damages in the event of collision between a steam and sail vessel the failure to exhibit a torch assumes an important bearing on the case. In fact, it is so important that oftentimes the owner of the sail-vessel loses the case by reason of the neglect. It is only where it clearly appears that the exhibition of a torch-light could not have served the purpose, or given any additional information as to the position or course of the sailing vessel that the omission to comply with the section quoted can be held to be immaterial. As the master of a sailing vessel can not very well rely on his judgment to solve the question whether a torch would or would not be immaterial in the night time or during a fog, and as it is clearly one of the requirements of safe navigation and will not cause any great amount of trouble, it is but adding strength to his own position if he should do so.

A case in point, and one which would without doubt have been decided in favor of the sailing vessel, is that of the collision between the schooners Cyclone and Locke, in tow of the steamer Oregon, and the schooner Richard Mott, on the 19th of June, 1885. The first part of the decision in the case appears on another page of this issue (the balance to follow next week). A dense fog, accompanied by rain, and a good sailing breeze came up about midnight, making navigation extremely difficult and dangerous. Whistles and fog horns were sounded, but without effect, as the Oregon loomed up in the fog about fifty feet from the Mott, and two of the schooners in the tow raked the Mott fore and aft. The case was ably argued on both sides, and Judge Dyer, of the district court for the eastern district of Wisconsin, found a decision dividing the damages. In reaching this verdict he held that the Mott complied with all the provisions of the law with the single omission of showing a lighted torch, and that if the rule regarding a torch had been complied with, the Mott would have secured a clear verdict for damages against the Oregon and her tow. Many cases of the same nature can be cited to show of how much importance admiralty judges consider the torch, and how easily they can consistently divide the damages in case of neglect to comply with the rule, which has become quite as essential as the one applying to the fog horn or steam whistle.

The rules of the road against a steamer and in favor of a schooner are imperative, but judges are now requiring proof of a lighted torch, if it is proper, in every case, thus equalizing the measures of precaution. Admiralty courts will not admit that a "simple slacking of speed by a steamer in a fog is always enough. She must run at a moderate speed, and is never justified in coming in collision with another vessel, if it be possible to avoid it." This implies such speed only as is consistent with the utmost caution. Having complete control of herself, and being capable of so much damage if a collision does take place, the law has imposed on her the obligation of so directing her own movements, in the midst of the uncertainties of a fog as to be at all times under easy command. If she fails in this she must suffer the consequences. The more dense the fog the greater the necessity for moderation. The object is to keep her under such control that she can be stopped after another vessel, with which she is in danger of collision, may be seen. Therefore, it will be seen that if the steamer is held to all these requirements it is but justice that the schooner should be held to the requirements governing sailing vessels. Light your torches, and everything else being complied with, you will have a strong case.

SENATOR EDMUNDS comes to the front with a resolution which if urged to passage, will discover whether the United States government is strengthened with a backbone like an angle-worm or like that in a steel vessel, to-wit:

Resolved, That the Committee on Foreign Relations be, and is hereby, instructed to inquire into the rights of American fishing vessels and merchant vessels within the North American possessions of the Queen of Great Britain, and whether the rights of such vessels have been violated, and, if so, to what extent; that said committee report upon the subject, and report whether any, and if so, what, steps are necessary to be taken by Congress to secure the protection and vindication of the rights of citizens of the United States in the premises; that said committee have power to send for persons and papers, to employ stenographers, and to sit during the recess of the Senate, either as a full committee or by any sub-committee thereof; that such sub-committee shall for the purpose of such investigation be a committee of the Senate to all intents and purposes.

THE government steamboat inspectors at Chicago have exonerated the master of the Gazelle from all blame in connection with the disaster to the yacht Josie, which was recently sunk by collision with the Gazelle. In this connection it is proper to say that many of the harbor tugs at this port have, during the last few months, neglected to put up lights after dark, causing much inconvenience to masters of arriving steamers. Also, at times, in efforts to steal a march on rival tugs they run up to bridges and request a swing without giving signals therefor. The above decision should be a warning against night navigation without proper lights set, as they lay themselves liable to fine or disaster on every occasion.

SOME time past we designated the Hennepin canal scheme as an obstruction measure as an amendment to the river and harbor bill. The bill at this writing is before a conference committee of the two houses and Mr. Willis has been served with notice that in case the Hennepin canal provision is stricken out the jobbers will fillibuster to kill the entire bill. If the Hennepin canal has merit let it come before Congress on that merit. If the supporters of the scheme have more interest in its passage than they have in the improvement of all the Michigan, Wisconsin and Illinois harbors the cause should be looked after. There seems to be a hole in the skimmer.

AN improvement in the wrecking regulations between the United States and Canada would form a valuable sequel to the improvement about to be effected in the provision for the extradition of criminals. Great Britain and America having decided not to protect and encourage crime, they should also agree not to promote loss of life and property on the lakes.

THE Secretary of the Treasury says that small sail boats must carry lights under a penalty of $200 fine. This decision is in conformity with section 4234 Rev. Stat., and is a result of the collision between the steamer Gazelle and the yacht Josie at Chicago.

Captain Burton, the insurance agent at Detroit, offers for sale the Canadian side-wheel steamer Manitoba, and schooner A. G. Morey. The former has been in Detroit in a somewhat wrecked condition for a number of years, owing to a dispute about the insurance.

OIL ON THE WATERS.

For some time the hydrographic office has been collecting and publishing information about the use of oil upon waves at sea. Reports furnished by captains from all parts of the world have been printed upon the monthly pilot charts, and at the end of the last calendar year the reports for twelve months were issued in a pamphlet. The dissemination of the facts narrated by these observers appears to have convinced many mariners that lives and property can be saved by the use of a few cents worth of oil, specially prepared for use in gales now advertised and sold, and the dealers say that it has become "the fashion" to carry oil on board ship, and to use it when vessels are threatened by heavy seas.

No one can read the testimony published by the hydrographic office without coming to the conclusion that the value of this method of protecting a ship in a gale has not been over-estimated. The record for 1885 sets forth the results attained in about seventy-five cases, although not all of these are assigned to that year. A very small quantity of oil is required.

Oil is used by life saving crews, and the results of an exhausted investigation of the subject were published two or three years ago by the life saving service.

Mineral oils are not so effective as vegetable or animal oils. Captain Smith, of the bark Emma, used refined petroleum in a gale, emptying barrels of it to windward and towing several bags alongside. It had substantially no effect. But crude petroleum may be of service. Linseed oil, lard oil, fish oil and seal oil are to be preferred. Heavy and greasy oil is better than that which is light and thin. As we have shown, if oil of the right kind be selected a very small quantity will have the desired effect. One barrel is enough for two or three gales.

Now that the great value of this simple and inexpensive method of protection is generally recognized by mariners, it is probable that oil of the right quality will be supplied at all large ports, and that the machinery for applying the oil to the waves will be perfected. A complete outfit, consisting of specially prepared bags, oil, etc., will cost only a few dollars, and no vessel should leave port without one.

Acting Secretary of the Treasury Fairchild has instructed Collector Seeberger to remit any fine ordered against the schooner Delos DeWolf for violating the law relative to the carving of tonnage and number on the main beam. The vessel was being rebuilt during the recent labor troubles, and her master, thinking that it would be best to get away from port, left before the carving could be done. He painted the figures on the main hatch in order to show that he was at least desirous of complying with the law. Yet an inspector thought that the violation of the law was willful, and he reported it to Collector Seeberger, who fined the DeWolf.

The fines imposed against the tug A. B. Ward have been ordered remitted also. The total amount is $600. The Ward was lying at the waterworks crib late on the evening of July 5, and there was a large crowd of visitors there who were very anxious to get ashore, because they believed that there would not be any more excursion boats out to return them. Captain Tyrell consented to load the party on the pier, but he refused to accept any money from them for the service. Secretary Fairchild held that the violation was merely technical.

[*Around the Lakes Continued from 1st Page.*]

SAUGATUCK.

The new steambarge Henry A. Root, for Brittain & Parks, was launched Saturday. She is designed for the lumber trade. Dimensions: 114 feet keel, 24½ feet beam, 9 foot depth of hold. Her engine is 18 by 20; capacity 225,000 feet of lumber. She will be one of the staunchest on the lakes.

HARBOR SPRINGS.

James Gillman, aged 22, sole support of parents who reside here, fell overboard from steamer Chrysler, at St. Ignace Saturday night and was drowned. Gillman was wheelsman on the Chrysler.

OGDENSBURG.

Great preparations are being made on Grindstone island, in Eel bay, for the annual meeting of the American Canoe Association.

It is reported that the propeller Oconto, which sunk just below the Thousand Island park dock, has recently been sold to parties in New York city, and will be raised at once

The propeller Otsego, of Cleveland, has arrived on the river and brought lumber for the new hotel at Edgewood park.

MANITOWOC.

There has been a busy time during the past week at the shipyards. The schooner America has been overhauled and had general repairs; the schooner Mary A. Gregory has been repaired and calked, and also the tug Oliver C. Williams. The Lydia, not wishing to wait her turn in the drydock, was hauled out on ways, her damaged planks repaired, hull calked, and other minor repairs made.

BUFFALO.

The Lackawana has already shipped 42,000 tons of steel rails by the lakes this season, and will resume lake shipments after a while. Just now an order for 25,000 tons is going to the Texas Pacific and other southwestern roads by Nickel Plate and C. C. C. & I. lines. The amount shipped west from here by lake and rail now reaches 100,000 tons.

Captain Patrick E. Langan, a well known lake sailor, was arrested and after an examination committed to the state insane asylum. He imagines himself the owner of a vast amount of real estate. Captain Langan was a short time ago relieved at Chicago of the command of the schooner G. C. Finney, after being accused of appropriating freight money not due him. He arrived here a few days ago. The owners of the Finney intended to prosecute him. Langan has for several years been considered eccentric.

The Express has the following budget of news: Preparations for building the new Union Line propeller at the Union drydock are going on actively. Invitations have been sent to leading mills for bids on the steel, which are to be in by August 10th. The merits of the triple expansion engine are being seriously considered, and though that engine is regarded by some people in this country as an experiment it is coming so largely into use in England and is so generally recommended there that it is not unlikely that it will save from 25 to 30 per cent in fuel.

The Union drydock has been engaged on repairs to the propellers Ogemaw, C. N. Pratt, and S. Bolton the past week.

The survey of the O. M. Bond was in progress, but no result was arrived at so far as learned.

Captain Macartney has resigned his position as master of the schooner C. H. Burton, and Captain Richardson was sworn in as master. The Burton will endeavor to remain in tow of the Iron Age.

The schooners Dayton, Ellen Spry, M. Stalker, and Homer cleared light for Sandusky. The Gladiator and consorts Uranus, Carpenter and Stephenson will return there when the schooners are unloaded. All go for new wheat.

The propeller C. N. Pratt and consort Victor went out of drydock Tuesday and are ready for French River and their lumber cargoes.

The tug Balize brought down a raft for Tonawanda Monday night.

The propeller Tioga of the Union Line is doing remarkably good work. Her record shows that she is actually a faster boat than the Jewett of the same line, which, since her first trip has enjoyed the undisputed first place on the lakes in regard to speed. The immense power to be put into the new Anchor Line propeller Susquhanna indicates that she may some day try titles with the others.

The association up to yesterday offered only 60c to Chicago and Milwaukee. The outside shippers, who on Tuesday took the schooner Our Son for Milwaukee at 65c., also engaged the steamers Henry Chisholm and J. S. Fay for Chicago at the same rate. It was agreed, however, to keep the matter private Also, the same shipper chartered the schooner Marion W. Page for Chicago at 65c. The feeling among owners is firm for even better figures. The schooner D. G. Fort will take a cargo of bulk salt to Milwaukee at 75c per ton. The steamer Smith Moore, which brought wheat from Toledo, has been ordered light to Marquette.

Canal freights were strong at 5c on wheat and 4½c on corn to New York. Boats were quickly taken as fast as they could be got ready.

PORT ARTHUR.

The Port Arthur Sentinel gives an account of the destruction of the steamer Butcher Boy last week by fire. The flames are supposed to have originated from the kitchen. She was tied up at her dock, but when the fire broke out she was towed out into the bay where she drifted about for some time, and finally was blown back to shore where a fire company extinguished the flames, but not before she was practically destroyed. She was owned by R. E. Mitchell, a Port Arthur butcher, and was insured for $7,000. The Butcher Boy was built at Bay City in 1879. She was a screw steamer with a registered tonnage of 145.94. She was at first known as the A. H. Morrison, and was purchased by Smith & Mitchell, of Port Arthur, in 1883, and was refitted in Duluth at that time.

DETROIT.

Special to the Marine Record.

July 27.—It might not be out of place at the commencement of this letter to inform your readers that just sixty seven years ago this date the Walk-in-the-Water, Captain Jedediah Rogers, was the first steamer to plough the waters of Lake Michigan, notwithstanding the statement in a Buffalo paper that the steamer Henry Clay was entitled to the credit. The Walk-in-the-Water took her departure from Detroit, with passengers and merchandise and was thirteen days absent on the voyage. It is a long way back, yet such is history, and there are many who are ready to exclaim, where are the sailors of those times? There are but few of them left and they can be numbered by the fingers on one hand.

The past week has been uneventful.

The steamer Darius Cole, after a week's rest to make repairs to her machinery, has again resumed business. At the time of her accident she was under contract to bring from Sarnia to Detroit three hundred and fifty citizens of Toronto to visit the races. Captain Cole, to meet this obligation, ordered the steamer Metropolis from Bay City to perform that service, which was carried out to the letter. In the interim the steamer Idlewild carried all afternoon passengers and freight, and the business rushes.

The Greyhound takes well with pleasure seekers, now that it has become known that her speed is unrivaled. On one or more occasions it was said she had on board upward of fifteen hundred people. Such statements are often magnified, however, but placing the number at one thousand is not putting it too high. John Cochrane, late mate on the steamer Saginaw, has taken that position on board the Greyhound.

The propeller Oneida, which during the past week run on Starve Island reef, after being released came to Detroit for examination, and was found to be uninjured.

The steamers and barges which have been in the timber trade for the Quebec market from Georgian Bay and Traverse City, on Lake Michigan, have found a new region to transport from, and on their last trips loaded at Escanaba.

On Wednesday night the schooner E. Blake met with disaster near the mouth of Detroit river which will cost $1,000 for repairs. She was the stern vessel, with four others, in tow of the steambarge L. Tilly, and during thick weather got too far out of the regular course, and ran stern on Point Mouillee lighthouse pier. Her starboard bow was badly stove in and her bowsprit and jibboom carried away. She was immediately towed over to Bar Point and there sunk. The day following she was got up by the tug Augusta and towed to the Detroit drydock for repairs. The damage to the lighthouse pier will amount to $500, which the vessel will have to make good.

The inevitable cuss, who at some point or other amuses himself by planting false missives, is again on his travels, and already three or more have been found on the shore, the last at or near Port Colborne, addressed to a Captain Jackman, Toronto, and a very thin one at that.

It is claimed here by some who are interested in the steam pump business that not unfrequently a Canadian steam pump sneaks over into American waters, and there robs those owned on this side of their just right and are liable to seizure therefor. It is a mixed up matter and I only refer to it as one of the intricacies difficult for a fellow to solve.

Coarse freights are: Salt from New River to Detroit, 10c per barrel; lumber from Tawas to Toledo at Bay City rates, and from Cheboygan to Buffalo at $1.50.

The schooner Fellowcraft, a Canadian vessel, which arrived here a week ago with cordwood, is yet here waiting a grain cargo to Kingston. Grain charters from this port to Buffalo are 2c on wheat, and to Kingston 4c@4½c.

The steamer Evening Star is now in command of Captain George Hosmer, plying no farther than Star Island.

Merrick & Esseltyn's fleet passed up on Saturday, one with coal from Toledo to Manitowoc at 60c, the others coal to Green Bay at same rates.

The schooner Marengo passed this way, coal laden, on Thursday, and was leaking badly. Her captain concluded to venture on with an extra force of men, and not stop for repairs. The tug was engaged to transfer him direct to the port of destination.

The barge Wyoming, with lumber from Bay City to Detroit, waterlogged on Lake Huron, but came through without the loss of cargo.

The propeller Canada, from Montreal, en route with supplies for the lighthouses at various western points, arrived at Windsor on Friday, disabled in her machinery. After repairs she proceeded on her trip the following day.

Fogs have been prevalent on the rivers for a few days past, causing more or less hazard and delays.

The scow George Irving, by some means, carried her center board away. She received a new one at the Detroit drydock.

The tug J. L. Miner, of Ruelle's line, with a steam pump, on Friday, raised the barge Michigan which had sunk near the water works, and she was taken over to Windsor.

Captain Mills' tugs are variously employed and there is more activity in the harbor tug business than at an earlier stage of the season.

The raft which was broken up a few days since in Lake Huron, near Harrisville, has been made up again without loss, and towed through to its destination.

The tug International brought a raft down from Chatham on Friday for Cleveland.

The Detroit drydock had a novel craft in one of their slips the other day, which at first sight might have been taken for Noah's ark or a twin relic of that old-time article. It proved, however, to be nothing more nor less than an ice boat of huge dimensions.

Captain John Moffat has been appointed master of the tug Beckwith, and has entered upon his duties.

The tug Dave and Mose, of Mills' line, rescued a party from drowning at Sandwich Point on Friday; they had been thrown out of a skiff by the waves from a passing steamer.

A dispatch was received here on Saturday, stating that the schooner M. L. Brock, a Canadian craft, had stranded and sunk at Byng inlet, but no definite particulars whether loaded or not. Of course this service will fall upon a Canadian tug, and arrangements to that end were carried out.

The tug Kate Williams, of Murphy's line, was towed here from Lake Erie on Saturday with her engine broken.

The steamers on the Lake Superior route arrive and depart promptly on time, while tourists from all parts to the cool region are daily accumulating.

The schooner Mineral State, laden with molding sand, struck on Point au Barque Sunday morning, where she rested a few hours. Fortunately, a fishing tug came along and pulled her off without damage.

The M. L. Breck, above referred to, has been got afloat, but no particulars as to damages on cargo have come to hand.

The new schooner Susan E. Peck measures 1399.50 gross and 1361.22 net tons. She was built by E. M. Peck, of Detroit, and will be consort of the propeller Minneapolis. She started on her maiden trip on Tuesday and goes to Escanaba for ore to Cleveland. She is of composite construction, well built, and of fine model. Cleveland capitalists are interested in her with Mr. E. M. Peck.

HALL.

BAY CITY.

Special to the Marine Record.

The cutter Fessenden was in port during the week.

Captain Fred Barclay, who was recently so severely scalded by the bursting of a steam pipe on the steamer Hattie Brown, is out again, but will not be able to do much work for a week to come.

A large fleet loaded in the river during the past week and left for its destination.

Over 15,000,000 feet of lumber has been sold to eastern and Ohio lumber buyers during the last four days, and the demand for tonnage for Buffalo and Tonawanda seems to bid favorable for a few weeks at least.

The tugs reaped a harvest, owing to the large number of craft in the river, which is a thing of rare occurrence of late years.

The owners of the tug Tom Maytham seem well pleased with her action outside in barge towing, and will continue her in this line for another month at least.

The steamer Lucile took the steamer Metropolis' place on the Shore route while the latter took the Cole's place on the Detroit and Port Huron route. The Metropolis was back in time for her usual Sunday excursion to Point Lookout.

Captain L. F. Hunt will convert the barge Martin into a steambarge during the coming winter, using the tug Standard's machinery for her motive power.

The log boat Michigan left Alpena on Wednesday for French river, Georgian Bay, for her first cargo of logs, which go to Tawas.

A berry picking party of five persons who left this port a week ago Tuesday for Tobico Bay, in an old fish boat, had a narrow escape from drowning. When just outside they were overtaken with the heavy northwest storm, and nothing was heard of them for a week. Search was made, and they were found on Point Au Gres, all safe and sound. The party had seen the storm approaching and just made Kawkawlin river in time to save themselves. After the storm abated they went on to Au Gres, where they were found.

The propeller W. H. Stevens, that left port Saturday, is one of the finest crafts of her kind afloat.

SHAW.

AMHERSTBURG.

The Canadian lighthouse supply ship Dominion arrived up on Wednesday with the year's necessaries for Colchester and Bois Blanc lighthouses.

Captain Frank B. Hackett is instructed by the owners to offer a reward of $800 to any person locating the wreck of the propeller Forest Queen, sunk in Pigeon Bay some fifteen years ago.

The Grand Trunk car-ferry Great Western, which is being overhauled at Windsor, will be out in October. Four new steel boilers are being put into her. They almost rival in size those of the steamer Greyhound, and were built at Montreal.

The fog bell for Colchester Reef lighthouse is still lying here and no indication has been given of when it is to be put in position. On these frequent foggy mornings, it would be a great advantage to vessels, who have often to lie outside the river till it clears up.

KINGSTON.

The barge Glengarry is being rebuilt at the M. T. company's ways.

The barge Alabama is on the ways at Portsmouth getting repaired.

The keel of a new tug is being laid on the M. T. Company's wharf. When built, the machinery will be taken out of the tug Bronson and placed in the new boat.

The schooner E. Blake, a Canadian vessel of 328 tons, while in tow of a steambarge bound up Wednesday night, struck the abutment of Point Mouillee lighthouse and soon after sunk. Having no cargo she can be raised without difficulty.

The Rathbun company are shipping posts to Cape Vincent on Davis' barge.

The steamer Garnet, of Cornwall was purchased last week by Torontonians to run excursions out of the Queen city.

TOLEDO.

Toledo capitalists talk of building a steel excursion boat. Frank E. Kirby of Detroit is preparing plans. The dimensions are to be 175 feet over all and 50 feet beam. The proposed boat will have three propeller wheels. The boat is to have a carrying capacity of 1,500 people and a guaranteed speed of fifteen miles an hour.

Collector of Customs Batelle of Toledo reports the light on Middle Island, Lake Erie (Canadian,) as not being lighted. He says the light keeper has moved off the island. As it is now, there is nothing to warn vessels coming up the middle passage from getting on Chickonole reef, which is a dangerous rock with eight feet of water on it.

CHEBOYGAN.

The schooner Marengo, bound up, coal laden, stranded on the east end of Bois Blanc Island Saturday morning, in thick weather, and the captain came for the Leviathan to render assistance, and left at once for the wreck.

The schooner James F. Joy struck a reef while entering the Straits Saturday night in a fog and sprung a bad leak and was obliged to come here for extra men to man her pumps. The vessel is coal laden for Chicago. Both vessel and cargo are insured.

PORT HURON.

Captain H. N. Jex will command the schooner Wm. H. Young.

The barge C. N. Johnson, which has been receiving a through overhauling at Marine City, will be brought to this city and put in Dunford & Alverson's drydock, where four strakes of bilge keelsons, three strakes of clamps and new ceiling will be put in the vessel. She will also be recalked while in the drydock.

Captain Tyler Morley gives up command of the propeller S. Hodge to take command of the new steamer W. H. Stevens, of the same line; Captain McDougall goes as mate on the Stevens, and Edward Mosier, engineer of the Hodge, is also transferred to the Stevens. F. W. Stenton, mate of the Hodge, is promoted to the command, and Joseph Hayes, second engineer, is advanced to first.

The excursion steamer A. J. Wright was offered by Captain John Prindiville to C. A. Jex, of Port Huron, for $13,000. The Wright left for this port early Monday morning, and will be placed at once on the route between Port Huron and Port Austin. She went to Chicago in the fall of 1884, towing barges, and in the spring of 1885 she was purchased by Captain Prindiville to run between Chicago and Cheltenham beach.

LORAIN.

The schooner J. R. Pelton, loaded at Buffalo with coal for Huron, arrived at this port Monday night partly disabled, having lost her mainmast in a gale at the lower end of this lake. The tug Chamberlain will tow her to Huron Tuesday evening.

DULUTH.

The Duluth Herald says: The marine insurance companies which are interested in Duluth have formed a pool and purchased a recently launched wrecking tug called the Christian. The boat is just being completed and when she is put into commission will sail at once for this port, which will be her future home. She will be manned by a crew of fourteen experienced wreckers, including diver and complete diving outfit. Besides these she will carry every known device for assistance in case of wreck, and rescuing wrecked mariners. Two powerful steam pumps and all modern submarine appliances will constitute part of her machinery. The Christian is described as one of the most powerful and complete tugs ever built she is a third larger than the tug Williams, considered about the best in Duluth. She is also built expressly for rough weather and is very high fore and aft so that no sea can get aboard. A boat officer now in Duluth who has seen her, states that he would trust himself aboard the Christian against the heaviest northwest gale. She will be ready at all times to go to any part of Lake Superior and will travel very fast. The boat is owned and controlled solely by the insurance pool and as they take risks on every cargo of grain that clears this port, their object is obvious in going to this expense. A Duluth boat captain will depart for Buffalo in about ten days and thinks he will have the Christian in port here the latter part of August.

The Duluth Lumber company sometime ago sold an immense quantity of lumber to Tonawanda, N. Y., parties. Vessels to take the lumber have been expected in port for more than a week and Saturday evening about 5:30 o'clock, the large river tug, Justice Field, steamed into the harbor, having in tow six lumber barges. They were the Lillie May, Emerald, G. W. Bissell, Magnet, Nameless and Florence M. Dickenson. The entire fleet, including the tug, is owned by the Blanchard Navigation company of Detroit. Eact boat will take about 450,000 feet of lumber and thus it will be seen at one time there goes from Duluth over 2,000,000 feet.

CLAYTON.

Special to the Marine Record.

The schooner General Frank Siegel loaded at the Chicago Granite Works, and towed out Saturday afternoon for Chicago.

Mr. George Hall, of Ogdensburg, was up with the tug Curlew and two divers to the wreck of the Oconto to take a survey, probably with the intention of buying.

The veteran Captain Gus Tracy is in town visiting his son and old friends.

The suggestions in an article printed in last week's RECORD, taken from the Ogdensburg News, are good, and would be a great benefit to marine circles, but the T. I. Park Association will not likely put out any extra buoys or paint them with luminous paint, even for their own benefit. It is a hard matter for them to put out buoys to guide steamers to their own dock. The steamers St. Lawrence and Maynard are obliged, later in the season, to employ a man to keep a lantern on a shoal for their use on bad nights. When the government was building a house for the keeper they landed their material on the Park dock so as to be convenient, and the association charged them big dockage, and to get even with them they put the house squarely in front of the lighthouse, thus shutting off the light to the park.

FOR SALE.

Scow Mary Garrett is offered for sale. She is 80 feet over all, 20 feet beam and 7 feet depth of hold. Her custom house measurement is 78.45 gross, 74.53 net, and she will carry 180 tons of coal or 100,000 feet of lumber. She received extensive repairs during the winter and some new outfit. Price, $1,500. Address,

MARINE RECORD, Cleveland, O.

WANTED.

STEAM YACHT OR TUG.

Fifty to 60 feet long. Must make 12 miles per hour and be cheap. Address full particulars to

N. H. MELOCHE,
34 Fort Street, West Detroit, Mich.

STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x26 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11¼ light.

Address MARINE RECORD, Cleveland, Ohio.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXXI.

The list of vessels lost during the navigation of 1869, which will be valuable for future reference, are below presented; yet it may be possible that some may, after a time, have been recovered and placed in service again:

Steamer Alliance, 50 tons, broke adrift on Niagara river, and went over Niagara Falls.

Steamer Bonnie Maggie, 125 tons, wrecked at Saugeen, Lake Huron.

Steamer Excelsior was burned on Saginaw river.

Steamer Grecian, 649 tons, was wrecked on the St. Lawrence river.

Steamer O. H. Perry was burned at Sandusky.

Steamer Her Majesty, 613 tons, was wrecked on Lake Ontario.

Propeller Avon, 347 tons, was sunk in Lake Huron.

Propeller Boscobel, 919 tons, was burned on the St. Clair river, with loss of three lives.

Propeller Colonist was sunk in Lake Huron.

Propeller Belle, 129 tons, was burned on Lake Michigan, and two persons perished.

Propeller Equator, 620 tons, was wrecked at North Manitou.

Propeller Omar Pasha, 343 tons, was burned at Muskegon.

Propeller Queen of the Lakes, 563 tons, was burned at Marquette.

Propeller Hunter, 680 tons, was sunk by collision in the Detroit river.

Propeller Thomas A. Scott, 1159 tons, was sunk by collision in Milwaukee Bay.

Propeller Forest Queen, 467 tons, was sunk by ice, off Clay banks.

Steambarge Mariner, 220 tons, was burned on the Thames river.

Tug Star, 45 tons, was burned at Saginaw.

Tug James E. Eagle, 194 tons, was burned on Saginaw Bay.

Tug M. Parsons was sunk by collision, off Port Colborne.

Tug Dragon, 56 tons, was wrecked on Wind Mill Point.

Tug Van Buren, 16 tons, was burned at Buffalo.

Tug Traffic was burned at East Saginaw.

Bark H. P. Bridge, 553 tons, was sunk in Lake Huron.

Bark Garry Owen, 333 tons, was sunk off Ashtabula.

Bark Laura E. Calvin, 311 tons, was wrecked on Lake Ontario.

Bark Nucleus, 375 tons, was sunk in Lake Superior.

Bark Water Witch, 365 tons, was wrecked on Lake Ontario.

Bark Forest King, 400 tons, was wrecked in Georgian Bay.

Bark Naomi, 435 tons, was wrecked near Manistee, and five lives were lost.

Bark George Thurston, 324 tons, was wrecked on Lake Ontario.

Bark Cream City, 767 tons, was lost near Detour.

Bark John Miner, 375 tons, was wrecked off Forty-mile Point.

Bark Invincible, 437 tons, was wrecked at Presque Isle, Lake Huron.

Bark Desoto, 583 tons, was wrecked at Marquette, Lake Superior.

Brig Concord, 234 tons, foundered off Port Stanley, with loss of five lives.

Brig Robert Burns, 307 tons, foundered in the Straits, and ten lives were lost.

Schooner A. P. Dutton foundered in Lake Michigan, with loss of four lives.

Schooner Mercer was wrecked at Lexington, Lake Huron.

Schooner Mt. Vernon, 225 tons, was wrecked at Keweenawee, Lake Michigan.

Schooner Belle City, was burned at Detroit.

Schooner Zephyr, 93 tons, was sunk in Lake Erie.

Schooner Dolphin, 322 tons, was sunk by collision in the Straits.

Schooner Grey Eagle, 380 tons, was wrecked at White Fish Bay.

Schooner M. H. Sibley, 250 tons, was lost at Avon Point, Lake Erie.

Schooner Nightingale, 423 tons, was wrecked on Spectacle Reef.

Schooner Fairfield, 223 tons, was wrecked at Bailey's Harbor.

Schooner Kate Bully, 400 tons, was lost, with all hands on Lake Michigan except John Stone, who was afterward mate on the Metropolis, and is said to be still alive.

Schooner Minnehaha, 260 tons, was sunk off Port Stanley.

Schooner H. L. Whitman, 295 tons, was wrecked at Racine.

Schooner D. O. Dickenson, 384 tons, was lost in Green Bay.

Schooner Ocean Wave, 308 tons, was sunk in Lake Michigan.

Schooner Kirk White, was wrecked in Saginaw Bay.

Schooner Comely, 243 tons, was wrecked on Point Abino, Lake Erie.

Schooner Geraldine, 303 tons, was sunk by collision in Lake Erie.

Schooner Maumee Valley, was lost on Lake Superior.

Schooner Pilgrim, 228 tons, was wrecked at Stony Creek, Lake Michigan.

Schooner John Weedon, 269 tons, was lost on Lake Ontario.

Schooner Titan, 336 tons, was lost, with all hands, at Pentwater.

Schooner Raleigh, 212 tons, was wrecked at Portage Bay, Lake Michigan.

Schooner Volunteer was sunk in Lake Ontario in November, and the entire crew perished. Captain Russell Disbrow, of Ogdensburg, was in command. The Oswego Times of that date, had the following item:

"The body of a man, with the marks of several stabs on it, came ashore at Big Sodus yesterday. It is reported to be the captain of the "Volunteer," whose crew is supposed to be lost." Captain Russell Disbrow, of this city, was in command of the Volunteer. [Captain George Disbrow, a son of the above, and now master of the Mr. R.R.Rhodes' yacht Cora, informs us that the body which went ashore at Big Sodus was not his father, and that the body of the unfortunate master of the Volunteer was never recovered.—ED.]

The Ogdensburg Daily Journal of December 3, 1869, contained the following paragraph:

"On the night before Thanksgiving a little daughter of L. W. Houghton, of this city, awoke the young woman sleeping with her and demanded to have a lamp lighted, saying that she had seen her grandfather standing by the bedside. Mr. Houghton's wife is a daughter of Captain Disbrow, lost on the Volunteer. This incident, told to Mrs. Disbrow Thanksgiving morning, cast a gloom over her, from which she had not recovered when the startling news of the loss of the Volunteer came to hand. This is certainly a remarkable incident."

Schooner J. B. Martin, 360 tons, was lost, with all hands, in Lake Huron.

Schooner Live Yankee, 300 tons, was lost in Lake Michigan.

Schooner Son and Heir, 268 tons, was lost in Georgian Bay.

Schooner Tracy J. Bronson, 381 tons, was wrecked at Four-mile Point.

Schooner W. W. Arnold, 426 tons, was lost, with all hands, in Lake Superior.

Schooner Racer, 377 tons, was wrecked in Hammond's Bay.

Schooner L. S. Hammond, 329 tons, was wrecked at North Manitou.

Schooner Arrow, 281 tons, was lost, with all hands, near Chicago.

Schooner Supply, 396 tons, was lost near North Manitou.

Schooner Traveler, 109 tons, was lost near St. Joseph, Lake Michigan.

Schooner Carlingford, 630 tons, was wrecked at North Manitou.

Schooner Montagle, 296 tons, was lost in Lake Ontario.

Schooner Bermuda, 394 tons, was wrecked on Lake Superior.

Schooner Melvina, 392 tons, was wrecked on White Shoals Straits.

Schooner Shook, 361 tons, was wrecked at Rond Eau.

Schooner Scotland, was lost off Colchester, Lake Erie.

Schooner Grand Turk, 327 tons, was lost at Carp river, Lake Michigan.

Schooner Excelsior, 136 tons, was wrecked on Charity Shoals.

Schooner Wm, Fiske, 401 tons, was wrecked in Georgian Bay.

Schooner Fremont, 288 tons, was sunk by propeller Winona in Lake Erie.

Schooner J. H. Drake, 350 tons, was wrecked at Grand Traverse.

To which may be added scows Sunshine, E. G. Ferris, Falcon, Alzora, Storm, Tom Downey, William Tell, Adventure, Rival, Free Trader, Seabird, Sarah Clow, Sutler Girl, E. Robinson, Iris, L. C. Irwin; barges *Romeo, *Forester, Armada, Three Bells, Holton, Niagara, *Iowa.

*Formerly side-wheel steamers.

Total outgoing tonnage, 34,127 tons.

MAN THE LIFE BOAT.

TORONTO, CAN., July 21.

To the Editor of the Marine Record.

Accompanying this communication you will find a copy of the circular, issued by the Queen City Life Saving Association to the people of Toronto. You will also be pleased to learn that both the property and executive committees have reported favorably upon it, and that Mayor Howland and the great majority of our aldermen heartily approve of our proposition. This is only the small end of the wedge, however, and if the measure is only successful in passing the council next Thursday, you can depend upon our establishing a station and organizing a first-class life saving crew. Should we be fortunate enough to save a number of lives this season, and thus prove the necessity of keeping up our service, we will then be converted into a regular crew, on the same principle as the United States life saving service. Yours humanely,

W. D. ANDREWS.

Although the boating season has barely opened, and sailing upon our bay has not reached its full extent, several lives have already been lost by drowning, and others placed in peril. The death roll from this source alone numbers about twenty-five every year, many of which might be saved had we the necessary means. Being deeply impressed with this sad annual loss of life, and anxious, if possible, to remedy it, a number of gentlemen, who take a strong interest in such matters, have organized themselves under the name of the "Queen City Life Saving Association," with the following humane objects:

1st. The establishing of a life saving station and life boat for daily use upon our bay.

2d. For imparting practical instruction in the most approved methods for restoring life to the apparently drowned.

3d. For practicing swimming when fully clothed, and for the best and safest way to effect the rescue of a drowning person.

We propose that the city erect a life saving station in the vicinity of the Union depot, furnished with a light Dobbins' life boat (self-righting, self-bailing, and unsinkable.) The boat and its appliances to occupy the ground floor; the flat above to consist of two compartments, one as a dressing room for the crew, and the other a store room and locker. Upon the roof will be built a "look out" so that the man on watch can command the whole bay, and with the aid of his glass see any accident which may occur. A flagstaff will also surmount the building, from which will fly the storm or weaher signals, thus enabling any one at a glance to see what the probabilities are.

We suggest that the station shall be open from May 1st to October 1st, and placed in charge of Captain W. D. Andrews, who has recently fully qualified himself in the United States life saving service and holds first-class certificates from the American authorities. His duties to consist of the care of the boat and station generally, the displaying of the flag signals, and to keep a sharp look-out for casualties.

In the event of an accident during the day (which is not likely to occur, there being so few out boating during business hours) the man in charge will sound an alarm and summon (by previous arrangement) a scratch crew from the surrounding boat houses.

For regular service our association will furnish several well drilled and thoroughly efficient crews (all expert swimmers) who will patrol the bay every evening say from 6:30 to 10, also upon Saturday afternoons, holidays and other special occasions. A suitable boat, especially adapted for this work, can be obtained from Captain Dobbins, the inventor of the Dobbins' life boat, for $500, the boat house and uniforms could probably be obtained for about another $500.

Should the above plan be adopted the city would be furnished with a thoroughly efficient life saving station, ready at all times for active service, the first outlay of which would not exceed, $1,500, and an annual cost of $250 for maintenance.

Each of the large American cities bordering upon the lakes have a fully manned, paid life saving service, at a yearly cost of several thousand dollars. Surely Toronto will not lose the opportunity of establishing a service as suggested, especially at such a nominal cost.

It may be as well to add that the life saving station which we propose be established will in no way conflict with the "Toronto Life Boat," which boat belongs to and is supported by the Dominion government, the crew of which are paid by government for their services, and turn out only for annual drill and in case of a wreck occurring on our shores. The boat we want is for use in our bay, and especially built with reference to speed, and will be afloat every day, and therefore ready when wanted.

Our association will impart practical, individual instruction in restoring the apparently drowned, and will hold weekly drills for this purpose. Dr. J. E. White, our medical officer, will give the members a series of lectures upon the structure of the respiratory organs, and the object sought after in artificial respiration, illustrated by the living subject. The exercises in effecting rescues, fully clothed, will also be of great benefit, and tend to confer confidence and self reliance in time of emergency.

Having set forth our objects and suggested the means for their accomplishment, we appeal to the press, and the citizens generally, to aid in every way in their power this humane project.

J. L. RAWBONE, Secretary
Queen City Life Saving Association.

AN AGREEABLE STORY.

One of the most constant visitors to this port is the little schooner M. P. Barkalow, owned and sailed by Captain Duncan, of Fairport. She is one of the smaller of the canal size, and, according to the general estimate of such craft since the advent of the great iron and steel boats that carry off a coal yard or rob an elevator at one cargo, she ought not to be very valuable property. But her owner is thrifty, and has a farm to help him out. He usually carries some members of his family along so that he does not need to ship many outside seamen. He manages to pick up a load both ways, and by not often venturing beyond Detroit, makes quick trips, and runs few risks.

But he got into a difficulty a few years ago which cost him dear. The sight of the little vessel lying across at the Sturges elevator on her last visit here moved a dock man to tell the story, and as it adds another tribute to the fair fame of one whose memory Buffalo loves to know it may not be improper to repeat it here. The Barkalow had, on the occasion referred to, taken a tug as usual to help her out past the breakwater, and, on the way encountered the Western line propeller Vanderbilt. The latter blew two whistles to indicate on which side to pass and the schooner rightly interpreted the signal, but somehow the tug, according to the story, mistook it and steered straight across the propeller's bow. Before the propeller could be brought up she had caught the short tow line and in a moment had pulled the poor little schooner's jibboom out, beside doing her some further injury.

Here was a situation. Captain Duncan had no money to go to law with; he had none to fix up his schooner with; what should he do? 'He knew something of the reputation for generosity possessed by Mr. John Allen, Jr., then manager of the Western Line, and he went to him for help. Mr. Allen at once told him to take the schooner to the drydock for repairs and he would go his surety. The cost was $170, but the Barkalow must earn it before it could be paid to Mr. Allen, who had thus practically assumed the debt. When the schooner came round again the captain presented himself ready to pay up; but what was his astonishment when Mr. Allen would take only the even $100, paying the rest himself, out of sympathy for a skipper in distress, no doubt. Captain Duncan was not ungrateful for the act, yet he knew that it would be no use to make a further tender of the money; so he tried to show his gratitude by small tokens which he picked up at various stopping places.—*Buffalo Express.*

VESSEL OWNERS AND AGENTS.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Room 27. Cleveland, Ohio.
TELEPHONE { Office, No. 338. Residence, No. 1328.

MOORE, BARTOW AND GILCHRIST,
Ship Brokers and Agents,
No. 101 St. Clair Street, Room 15.
CLEVELAND, - OHIO.

ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

THOS. WILSON
MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

J. J. H. BROWN. EDWARD SMITH
BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St.,
CLEVELAND, OHIO.

JOHN P. DEVNEY,
Marine Collector.
Collections Promptly Attended to.
ASHTABULA HARBOR, OHIO.

JAMES T. ROSE,
Vessel Agent and Broker,
Room 4, Exchange Building, Duluth, Minn.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

PROCTORS IN ADMIRALTY.

ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
Marine Business Promptly Attended To.
OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

SCOTT'S NEW COAST PILOT
IS SOLD BY
SHIP CHANDLERS
AND BY THE PUBLISHER,
GEORGE SCOTT,
AT 162 LARNED ST., E., DETROIT, MICH.

Make Money!
Fortunes are yearly made by successful operators in Stocks, Grain or Oil.
These investments frequently pay from $500 to $2,000 on each $100 invested. Reliable correspondents wanted. Address for circulars,
WILLIAM E. RICHARDS,
Banker and Broker.
38, 40 & 42 Broadway, New York.

FOR SALE,
New Iron Tug.
Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; 3/8 plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap
GLOBE SHIPBUILDING CO.

WANTED An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANDARD SILVER-WARE CO., Boston, Mass.

GLOBE SHIPBUILDING CO.,

Build Iron & Steel Boats of Every Description.

Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record, and steel steamer Spokane.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

ST. MARY'S, OHIO. MONTPELIER, OHIO. } OAR MILLS. NEPTUNE ANCHOR WORKS.

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

CORDAGE, OAKUM, WIRE ROPE,

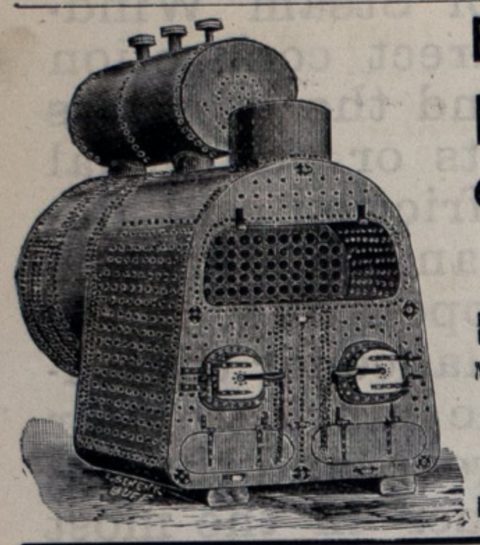
Chains, Anchors, Oars, Blocks,

RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

34 and 35 South-st, New York.



EAGLE BOILER WORKS,

M. RITER, Prop'r,

Cor. Indiana & Mary St.,

BUFFALO, N. Y.

MANUFACTURER OF

High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

REPAIRS PROMPTLY ATTENDED TO.

CRESCENT SHIP GREASE

Is especially prepared for MARINE use. It is far superior to tallow for slushing down spars, and can be applied without heating; gives them a fine, glossy appearance; is better than oil for lubricating Windlasses, Steering-gear, etc.

For Sale by Ship-chandlers Generally.

Manufactured by CRESCENT MANUFACTURING CO., 3 and 5 Michigan St., Cleveland, O.

COAL BOATS

WITH

O. W. SHIPMAN;

Dock Next to Hodge's Iron Works.

PRICES ALWAYS AS LOW AS THE LOWEST!

MASSILLON - - $2.50 PER TON.

HOCKING VALLEY - 2.35 " "

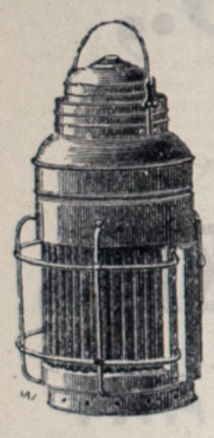
PROMPT DISPATCH!

DETROIT, MICH.

SIGNAL LAMPS

For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.



GET THE BEST AND AVOID COLLISIONS.

These Lamps give a more brillant light than any Signal Lamp now in use.

They have been adopted by the principal Ocean and Lake Steamers

Over Ten Thousand Now in Use.

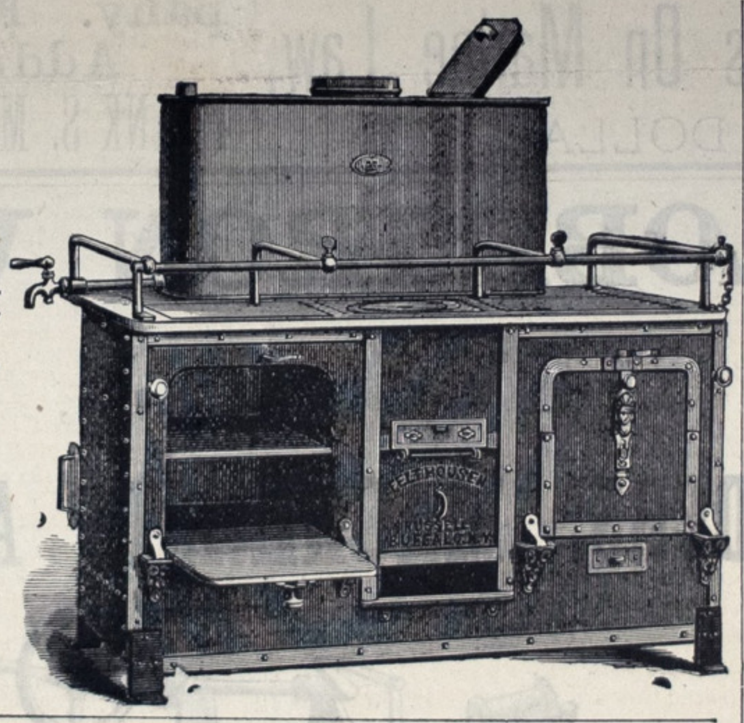
WE ALSO MANUFACTURE THE CELEBRATED

French Wrought Iron Ranges and Broilers of all Sizes for Steamers and Hotels.

Steamboat Copper, Tin, and Sheet Iron Workers

FELTHOUSEN & RUSSELL,

139 & 141 MAIN ST., BUFFALO, N. Y.



D. S. AUSTIN. EMMET AUSTIN.

D.S. AUSTIN & CO.,

Ship Chandlers & Sail Makers.

WHOLESALE AND RETAIL DEALERS IN

Cotton Duck, Cordage, Wire Rigging, Oakum, Pitch, Tar, Paints, Oils, Etc.

Vessels' and Steamers' Complete Outfits Furnished on Short Notice.

FOOT OF WASHINGTON STREET, BUFFALO, N. Y.

HOWARD H. BAKER & CO.,

Ship Chandlers and Sail Makers,

HAVE REMOVED TO THEIR NEW AND COMMODIOUS STORE,

18 to 26 Terrace,

Corner of Commercial and Pearl Streets'

BUFFALO, N. Y.

SAMUEL F. HODGE & CO.,

MANUFACTURERS OF

MARINE,

Stationary & Portable Engines,

MINING MACHINERY AND

PROPELLER WHEELS,

Riverside Iron Works, 314 to 326 Atwater Street,

DETROIT, MICH.

RUELLE & CO'S TUG LINE.

TUGS:

J. L. MINER, C. D. McKINNON, QUICKSTEP.

RIVER AND HARBOR TOWING,

STEAM PUMPS AND LIGHTERS.

WRECKING A SPECIALTY.

UP RIVER OFFICE,	DOWN TOWN OFFICE,
Belle Isle Ice Co.'s Dock.	J. W. Westcott's foot of Woodward Ave.
Telephone No. 199—3 rings	Telephone No. 55.

DETROIT.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill.
Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings.

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

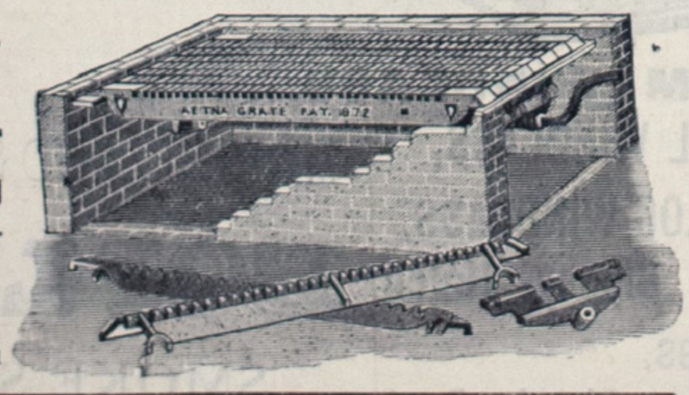
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



WARD & JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

GEORGE SAAL'S SON.

Copper-smithing of all Kinds.

VESSEL WORK A SPECIALTY.

403 and 405 Detroit-st., corner Duane-st.,
Telephone 1638. CLEVELAND, O.

J. C. GOSS,

[SUCCESSOR TO ED MAYES.]

Sail Maker and Rigger,

16 Woodward ave., Detroit, Mich.

OVER H. D. EDWARDS & CO.

First class accommodation for storing vessel outfits Fire proof building. Contractor for covering boilers.

CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses.

161 River St., Cleveland, O.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

A GIFT

Send 10 cents postage, and we will mail you *free* a royal, valuable sample box of goods that will put you in the way of making *more money* at once than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & CO., Portland, Maine.

Established in 1859.

HENRY LEOPOLD.

Manufacturer and Dealer in all kinds of fine and plain

FURNITURE & UPHOLSTERY,

And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.

Mattrasses and Vessel Furniture

A SPECIALTY.

Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.

CLEVELAND, OHIO.

"THE PROVIDENCE"

WINDLASSES, CAPSTANS, ETC.,

IN CANADA.

THE WINDSOR FOUNDRY Co

Have made arrangements with the American Ship Windlass Co. to build their Celebrated Machinery, with latest improvements for use on Ship-board for Canada.

FOR PRICES, PLANS AND ALL OTHER IAFORMATION APPLY TO

THE WINDSOR FOUNDRY CO.,

WINDSOR, HANTS COUNTY, NOVA SCOTIA.

THE BEST BOAT PAINT MADE.

THE B. & P. PAINT!

Fire Proof, Water Proof, Acid Proof!

FOR IRON WOOD AND CANVASS.

Guaranteed not to Crack, Peel or Blister.

COLOR ONLY IN BLACK.

SEND FOR CIRCULAR AND TESTIMONIALS:

PARAFFINE PAINT CO., 244 South Water street, Chicago, Ill.

Our Paint is in use by Pacific Ocean Boats and by most all the Upper Mississippi River Boat Lines.

O. & P. COAL CO. & THOS. AXWORTHY.

FUEL DEPARTMENT.

PRESLEY, ARTHUR & CO., AG'TS.

Steamboats, Tugs, etc, Coaled Day and Night.

DEALERS IN LACKAWANNA ANTHRACITE COAL.

Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier

OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

SEND FOR MARINE LAW BOOK

Which Gives all Points On Marine Law,

PRICE. ONE DOLLAR.

Established in 1857.

AMERICAN SHIP WINDLASS CO.,

Builders of Steam, Messenger Chain and Hand Windlasses, Power, Crank and Steam Capstans, Wharf and Ferry Drops. Their Capstan Windlasses have a Power Capstan with a single head which has power and speed arrangement entirely independent of the windlass, and which makes a direct connection with the windlass without the intervention of any gearing to complicate it and increase the friction.

In all their styles of Steam Windlasses they make a direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for the worm and worm gear, and the engines are placed together in the most accessible position. The above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information

Address,

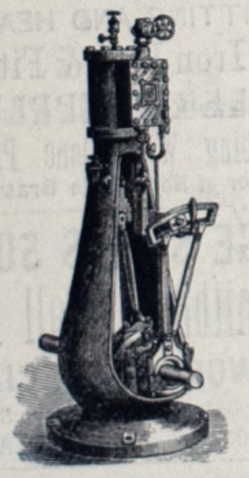
FRANK S. MANTON, Agent. P. O. Box 53, Providence, R. I.

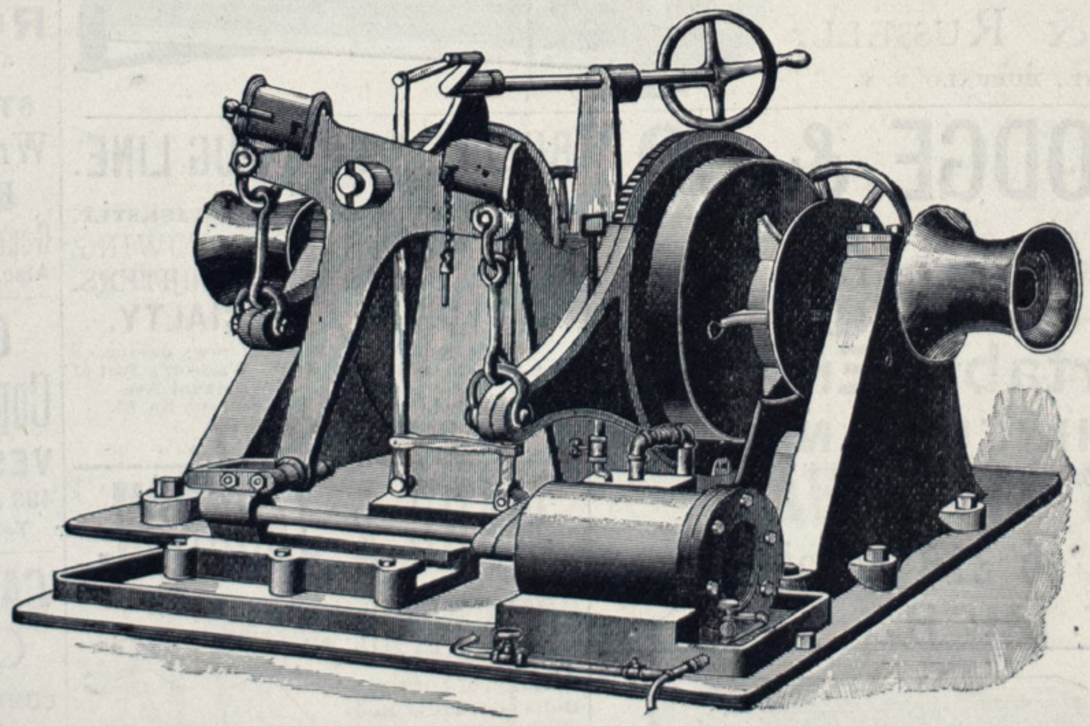
THE GLOBE IRON WORKS CO.,

CLEVELAND, OHIO.

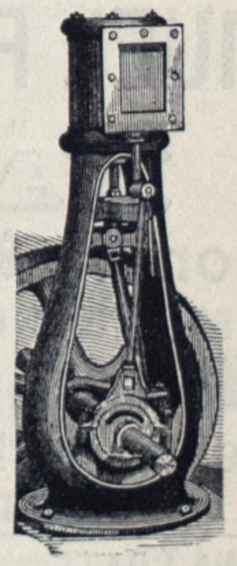
GENERAL FOUNDERS, MACHINISTS AND BOILER-MAKERS.

MARINE.





STATIONARY



PATENT STEAM WINDLASS.

High Pressure,
Low Pressure,
Condensing,
Compound

MARINE AND STATIONARY ENGINES.

HAND AND SPOOL WINDLASS,
AMAZEEN BEAM LOG WINDLASS,
Centerboard, Mast, Gipsey, Hatch Winches,
Water Seal Stove Pipes, Chocks, Coal Scuttles, Hawse Pipes Cleats.

MARINE AND STATIONARY

BOILERS,

SMOKE STACKS,

General Plate and Sheet Iron Work

ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.